

Appendix 3.13-A

Land Use Plans, Goals, and Policies

3.13-A Land Use Plans, Goals, and Policies

3.13-A.1 Introduction

A review of state, regional, and local land use plans identified goals, objectives, and/or policies pertinent to the Fresno to Bakersfield Section of the HST Project. The HST Project is a state project, and is not subject to mandatory consistency with local land use plans or zoning ordinances. However, analysis was conducted to identify any regional and local goals and policies related to the HST Project—as well as any inconsistencies in regional plans—that could result in potential environmental impacts. The following sections summarize the related plans. Table 3.13A-1 (at the end of this section) lists the specific goals, objectives, and policies in the plans, and discusses their consistency with the project. The table includes only those policies that are relevant to the project. The Fresno to Bakersfield Section is consistent with the regional plans for the study area.

3.13-A.2 State Land Use Plans

State law requires that local governments (cities and counties) adopt general plans to guide local growth and development. The following section describes relevant general plans and the local regulatory setting.

3.13-A.3 Summaries of Local Land Use Plans

Table 3.13A-1 summarizes goals and policies relevant to the project. Table 3.13A-1 also provides an analysis of the project's (including the HST stations and HMF alternative sites) consistency with the land use plans.

3.13-A.3.1 Regional Transportation Plans

A. 2011 REGIONAL TRANSPORTATION PLAN – LONG-RANGE TRANSPORTATION VISION FOR THE FRESNO COUNTY REGION FOR THE YEARS 2010 TO 2035

The *2011 Regional Transportation Plan: Long-Range Transportation Vision for the Fresno County Region for the Years 2010 to 2035* (Council of Fresno County Governments 2010) provides a comprehensive long-range plan for all forms of transportation in Fresno County. The plan identifies the needs for travel and movement of goods until the year 2035. The plan includes four elements:

- The Policy Element provides information on the transportation goals, policies, and objectives.
- The Action Element identifies how to achieve the goals.
- The Air Quality Element addresses air quality issues (this is a new element in this plan).
- The Financial Element provides information regarding funding for the actions identified in the Action Element.

The plan also provides information regarding the HST Project. Table 3.13A-1 summarizes goals and policies relevant to the project.

B. KINGS COUNTY ASSOCIATION OF GOVERNMENTS REGIONAL TRANSPORTATION PLAN

The Kings County Association of Governments (KCAG) adopted the *2011 Regional Transportation Plan* (Kings County RTP) on July 28, 2010 (KCAG 2010b). The Kings County RTP serves as the basis for the county's transportation decisions and provides policy direction for local plans. The 2011 Kings County RTP includes the implementation of a high-speed rail facility in the region among its stated objectives. The 2011 Kings County RTP supports state efforts to implement a high-speed rail corridor in the San Joaquin Valley and supports the development of strategies that further the goals of reducing traffic congestion through development of alternative transportation modes. The Kings County RTP supports a HST station

in Hanford to better serve Kings and Tulare counties. Table 3.13A-1 summarizes goals and policies relevant to the project.

C. TULARE COUNTY ASSOCIATION OF GOVERNMENTS REGIONAL TRANSPORTATION PLAN

The Tulare County Association of Governments (TCAG) adopted the *2011 Regional Transportation Plan* (Tulare County RTP) on April 30, 2010 (TCAG 2010). The Tulare County RTP addresses transportation needs through 2035. Implementation of the Tulare County RTP would result in improvements to existing regional transportation and circulation systems. The plan anticipates construction of a HST corridor that would connect the county to the Bay Area, Southern California, and other areas in the San Joaquin Valley. The Tulare County RTP includes several policies supporting the extension of continuous rail passenger service, including the HST; encouraging participation in the planning effort for HST; and supporting the California High-Speed Rail Authority (CHSRA) in connecting the Bay Area with Southern California. The RTP also includes policies supporting a HST station in Tulare or Kings counties. Table 3.13A-1 summarizes goals and policies relevant to the project.

D. KERN COUNTY COUNCIL OF GOVERNMENTS DESTINATION 2030 REGIONAL TRANSPORTATION PLAN

The Kern County Council of Governments' (KCOG's) Regional Transportation Plan (Kern County RTP) is a multimodal plan representing KCOG's vision for a better transportation system through the planning horizon of 2035 (Kern 2010). The Kern County RTP identifies the HST as a future transit option in the region, and supports state and federal actions that would increase accessibility to passenger rail service. The Kern County RTP does not contain any specific policies related to the HST. Table 3.13A-1 summarizes goals and policies relevant to the project.

3.13-A.3.2 County and City General Plans

California law requires that counties and cities adopt general plans, and each general plan must include seven elements:

- Circulation.
- Conservation.
- Housing.
- Land Use.
- Noise.
- Open Space.
- Safety and Seismic Safety.

Optional elements include:

- Air Quality.
- Economic Development.
- Hazardous Waste.
- Parks and Recreation.

The general plans must describe goals, objectives, and policies for the county or city to guide long-range growth, development, and redevelopment. In addition, the cities of Fresno and Bakersfield have community plans, specific plans, and redevelopment plans. The following sections summarize local plans that are relevant to or specifically consider the project.

A. FRESNO COUNTY GENERAL PLAN

The *Fresno County General Plan* (Fresno County 2000) contains policies, programs, and standards that apply to the physical characteristics, the natural and built environments, and the social and economic characteristics of the county. The goals, policies, and implementation programs under the *Fresno County General Plan* reflect a commitment to preserve the existing rural character of the county and its natural

and managed resources. The policies also recognize the need to maintain economic productivity and allow for urban growth. The intent of the policies is not to preclude intensive development, but to direct it to minimize loss of agriculture and open space. Table 3.13A-1 summarizes goals and policies relevant to the project.

Laton Community Plan

The Hanford West Bypass 1 and Hanford West Bypass 2 alternatives would be to the west of the approximately 479-acre *Laton Community Plan* planning area. The *Laton Community Plan Update* (Fresno County 2011) was prepared to revise the 1976 *Laton Community Plan*, including updates to the Land Use, Transportation, and Public Facilities and Services elements to make the plan consistent with the Fresno County 2000 General Plan. Additionally, new goals, policies, and implementation programs were developed to address community needs. There are no specific policies that relate to the HST in the *Laton Community Plan*.

B. 2025 FRESNO GENERAL PLAN

The *2025 Fresno General Plan* (City of Fresno 2002) guides development and investment for public infrastructure. One of the most fundamental responsibilities of the city is to ensure provision of adequate public facilities that will support the city, including the projected growth. Public facilities and services that would be affected by population growth and urban development include the following:

- Circulation and public transportation.
- Sewage collection and treatment facilities.
- Public water supply, storm water drainage, and flood control facilities.
- Law enforcement and fire protection.
- Parks and recreation.
- Schools.
- Solid-waste disposal.

These elements are addressed through regional and intergovernmental efforts and in the plan. In addition, the community and specific plans for the neighborhoods within the land use study area were reviewed. These plans include the following:

- *Central Area Community Plan* (City of Fresno 1989).
- *Roosevelt Community Plan* (City of Fresno 1992).
- *Fulton/Lowell Specific Plan* (City of Fresno 1996).

Table 3.13A-1 summarizes goals and policies relevant to the project. Additionally, in early 2010, the City of Fresno initiated preparation of new plans for the Downtown Fresno neighborhoods. A specific plan for the Fulton corridor and for the downtown neighborhoods community plan will include information related to a HST station in Fresno and information related to attracting and expanding businesses as a result of the project. These plans are in-progress and are planned to be adopted in 2014 (personal communication, Balch, City of Fresno 2014). The two plans will cover approximately 7,000 acres in Downtown Fresno, including several districts and neighborhoods. Table 3.13A-1 summarizes goals and policies relevant to the project.

Central Area Community Plan

The proposed Fresno Station alternatives would be located in the *Central Area Community Plan* area. The *Central Area Community Plan* was developed to help direct the revitalization of Fresno's Central Area and to restore the area as the urban center of Fresno. The policies and goals encourage a mix of residential densities that are compatible with an urban living environment. The transportation goals of the *Central Area Community Plan* include identifying, maintaining, and improving major "gateway" routes and intersections serving the Central Area. The plan also calls for development of a comprehensive

transportation center in the Central Area. The plan promotes the mixed-use concept to encourage diversity of development. Table 3.13A-1 summarizes goals and policies relevant to the project.

Fulton/Lowell Specific Plan

The Fresno Station alternative would be located in the *Fulton/Lowell Specific Plan* area. Planning concepts for this area include urbanization of the area with the development of mixed uses, including commercial and residential. Other goals of the *Fulton/Lowell Specific Plan* for the area include elimination of blight, redevelopment of the area, improvements to pedestrian and automobile connections, and encouragement of more alternative modes of transportation and mass transportation. Table 3.13A-1 summarizes goals and policies relevant to the project.

Roosevelt Community Plan

The Fresno HMF facility would be partially located in the *Roosevelt Community Plan* area. The *Roosevelt Community Plan* was prepared to identify and address growth and vitality, to anticipate the need for new public facilities, and stimulate the development of well-balanced, quality neighborhoods. The *Roosevelt Community Plan* encourages a variety of land use types and balance among the different land uses, including providing sufficient and viable locations for light- and heavy-industrial development. Table 3.13A-1 summarizes goals and policies relevant to the project.

City of Fresno Fulton Corridor Specific Plan and Downtown Neighborhoods Community Plan

In early 2010, Fresno initiated the preparation of two new plans, the *Fulton Corridor Specific Plan* and the *Downtown Neighborhoods Community Plan*. These plans are in-progress and are planned to be adopted in 2014 (personal communication, Balch, City of Fresno 2014). The project has coordinated and will continue to coordinate with the City of Fresno on the development of these plans as they relate to the proposed station. The plans will incorporate extensive outreach and will focus on revitalization, aesthetics, infrastructure, incorporation of a high-speed rail station, and attraction and expansion of businesses (City of Fresno 2010). Expectations of the project identify leveraging the high-speed rail station to stimulate downtown development.

C. 2035 KINGS COUNTY GENERAL PLAN

The 2035 *Kings County General Plan* land use designations and policies are designed to encourage compact and community-centered development patterns that lower public-service costs, make more-efficient use of land, and discourage premature conversion of farmland to other uses (KCAG 2010a). The *Kings County General Plan* states that because the county has the highest future growth rate in the Central Valley, the existing vehicular transportation system has insufficient capacity to meet current and expected future travel demand. The General Plan states that there is a need for improved intercity transportation, reflected by the poor air quality, impaired travel reliability, and increased travel congestion and longer travel times. Table 3.13A-1 summarizes goals and policies relevant to the project.

Armona Community Plan

Portions of the Hanford West Bypass 1 and Hanford West Bypass 2 alternatives and the potential Kings/Tulare Regional Station—West Alternative would be adjacent to the *Armona Community Plan* planning area (Chapter 11 of KCAG 2010a). The *Armona Community Plan* was developed to guide short- and long-range decisions to enhance and improve the community's existing conditions and future sustainability. The plan focuses on new, compact residential growth with more emphasis on community walkability, increased housing diversification, and revitalizing the Downtown Commercial Core. Table 3.13A-1 summarizes goals and policies relevant to the project.

D. CITY OF HANFORD GENERAL PLAN

A portion of the study area surrounding both of the potential Kings/Tulare Regional Stations would be located in the city of Hanford. The *Hanford General Plan* does not contain any policies specific to the HST

or a potential Kings/Tulare Regional Station (City of Hanford 2002). However, it does contain policies supporting the coordination of local transportation plans with the Kings County Congestion Management Program to ensure eligibility for state and federal funding, and policies supporting varying modes of public transportation. Table 3.13A-1 summarizes goals and policies relevant to the project.

Live Oak Master Plan

The Hanford West Bypass 1 and Hanford West Bypass 2 alternatives would be in the westerly portion of the approximately 390-acre *Live Oak Master Plan* (City of Hanford 2009). The Master Plan allows for 1,560 dwelling units, with parks and open space and construction of supporting infrastructure, including streets, water, sewer, drainage facilities, and other public utilities. There are no specific policies that relate to the HST in the *Live Oak Master Plan*.

E. CITY OF CORCORAN GENERAL PLAN

The *City of Corcoran General Plan* seeks to maintain a fully integrated, local network that provides for safe and convenient circulation using a variety of transportation modes (City of Corcoran 2007). The General Plan also includes policies that would support the improvement of mass transit in the city and enhance the current status of the existing rail system, including connections to rail passenger service. The General Plan does not contain any policies specific to the HST; however, it does contain policies that are relevant. Table 3.13A-1 summarizes goals and policies relevant to the project.

F. TULARE COUNTY GENERAL PLAN

The *Tulare County General Plan* includes policies stating that the county will work with cities to support improvement, development, and expansion of passenger rail service in the county, and will coordinate with the Tulare County Association of Governments and the CHSRA in efforts to locate the HST corridor in Tulare County, with a passenger stop and maintenance facility (Tulare County 2012). Table 3.13A-1 summarizes goals and policies relevant to the project.

G. CITY OF VISALIA GENERAL PLAN

The City of Visalia is in the process of updating their General Plan. Although new General Plan Elements have been drafted, the General Plan has not been adopted and is still in-progress (personal communication, McDonnell, City of Visalia, 2014). The update will address all the elements of their General Plan because in the past, the city has chosen to update the elements of their General Plan individually as deemed needed. The current *City of Visalia General Plan* (City of Visalia 1991) Land Use Element was revised in June 1996. The Circulation Element was updated in April 2001. The current General Plan does not contain any specific policies directly related to the HST.

H. CITY OF TULARE GENERAL PLAN

The City of Tulare initiated an update to the General Plan in 2005 (City of Tulare 2012). The City Council approved the 2030 General Plan in April 2008. The city of Tulare prepared a Climate Action Plan (CAP) to expand the General Plan to address air quality and climate change among other resource issues (City of Tulare 2011). This document is currently in draft form and has not been adopted.

I. KERN COUNTY GENERAL PLAN

The Land Use, Conservation, and Open-Space Element of the *Kern County General Plan* provides for a variety of land uses for future economic growth while also ensuring the conservation of Kern County's agricultural, natural, and resource attributes (Kern County 2009). The Circulation Element of the General Plan does not contain any specific policies related to the HST, but does include the goal of making certain that transportation facilities needed to support development are available. Table 3.13A-1 summarizes goals and policies relevant to the project.

J. CITY OF WASCO GENERAL PLAN

The *City of Wasco General Plan* encourages the reduction of vehicle miles traveled by providing transit and rail options (City of Wasco 2010). The plan also promotes choices among modes of travel and encourages use of the Wasco Amtrak Multi-Modal Transit Station. Table 3.13A-1 summarizes goals and policies relevant to the project.

K. CITY OF SHAFTER GENERAL PLAN

The City of Shafter General Plan supports and encourages the use of transportation modes that provide an alternative to travel by private automobile (City of Shafter 2005). The General Plan also calls for the coordination of city transportation plans with those of the city of Bakersfield, Kern County, and the state. The General Plan does not contain any policies specific to the HST; however, it does contain policies that are relevant. Table 3.13A-1 summarizes goals and policies relevant to the project.

L. SHAFTER ORCHARD PARK FINAL SPECIFIC PLAN

The *Orchard Park Final Specific Plan* area is in the northeastern quadrant of the city of Shafter in an area traversed by the Wasco-Shafter Bypass (City of Shafter 2006). The Specific Plan proposes development with a mix of residential housing, park areas, and neighborhood linkages, along with an oil production island and improvement of street and infrastructure components. The Specific Plan was adopted by the city in 2006 to facilitate the development of a planned community on the eastern edge of Shafter. Subdivision and tentative maps have been filed for the Specific Plan, but no construction approvals or plans have been issued at this point.

M. METROPOLITAN BAKERSFIELD GENERAL PLAN

The area covered by the *Metropolitan Bakersfield General Plan* coincides with the Bakersfield Metropolitan Priority Area of the *Kern County General Plan* (City of Bakersfield and County of Kern 2007; Kern County Planning Department 2007). Although the City of Bakersfield holds jurisdiction over the Metropolitan Planning Area, the General Plan has been adopted by both the city and county, and both agencies share the same planning policies for the area. The *Metropolitan Bakersfield General Plan* includes policies to enhance rail service capacities and use in the planning area, and to support efforts to develop high-speed rail facilities to service the city. In addition, it encourages the cooperation and support of local agencies to pursue the establishment of high-speed rail service for the plan area, including potential routes, and terminal locations. Table 3.13A-1 summarizes goals and policies relevant to the project.

N. SAN JOAQUIN VALLEY BLUEPRINT PLANNING PROCESS – DRAFT

The *San Joaquin Valley Blueprint Planning Process* (Blueprint Planning Process) brought together councils of government to work together to develop principles to guide growth over the next 50 years (SJVCOGS 2010). The Blueprint Planning Process involves seven councils of government, and one regional transportation planning agency:

- Council of Fresno County Governments.
- Kern Council of Governments.
- Kings County Association of Governments.
- Madera County Transportation Commission.
- Merced County Association of Governments.
- San Joaquin Council of Governments.
- Stanislaus Council of Governments.
- Tulare County Association of Governments.

The Blueprint Planning Process was created by the California Department of Transportation to assist councils of government and metropolitan planning offices in conducting regional planning efforts. With the Blueprint, less land is planned for development, more resources are preserved for future generations, distinctive communities are enhanced, and more travel choices are made available.

The Blueprint Planning Process identified and evaluated growth scenarios, including one growth scenario which assumes a HST System, and selected a preferred scenario as well as adopting 12 Smart-Growth Principles. The preferred scenario includes a HST System. These 12 principles represent the core values of the San Joaquin Valley and reflect the regional outlook.

1. Create a range of housing opportunities and choices.
2. Create walkable neighborhoods.
3. Encourage community and stakeholder collaboration.
4. Foster distinctive, attractive communities with a strong sense of place.
5. Make development decisions predictable, fair, and cost-effective.
6. Mix land uses.
7. Preserve open space, farmland, natural beauty, and critical environmental areas.
8. Provide a variety of transportation choices.
9. Strengthen and direct development towards existing communities.
10. Take advantage of compact building design.
11. Enhance the economic vitality of the region.
12. Support actions that encourage environmental resource management.

The next steps in implementing the Blueprint Planning Process include developing an implementation program, preparing a schedule and set of milestones, and preparing a Planners Toolkit that will provide San Joaquin Valley cities and counties with strategies and tools that allow them to incorporate Smart-Growth Principles and move towards the preferred scenario. In 2010, the Fresno Council of Governments began the preparation of the Valley Blueprint Roadmap that will act as a policy guide on implementing the Blueprint. The San Joaquin Valley Blueprint Roadmap Guidance Framework was accepted by the *San Joaquin Valley Regional Policy Council* on August 31, 2011 (San Joaquin Valley Regional Policy Council, 2011).

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
2011 Regional Transportation Plan – Long Range Transportation Vision for the Fresno County Region for the Years 2010 to 2035	
Rail Goals and Policies Goal: Develop a safe, efficient, and convenient rail system that serves the passenger and freight needs of the region and that is integrated with, and complementary to, the total transportation system. Objective: <ul style="list-style-type: none"> • Promote the growth of rail passenger and freight usage. • Support the planning and construction of a high-speed rail system in the San Joaquin Valley that directly connects the major population centers within the valley. 	The HST would provide safe and reliable service connecting Fresno County with the region and with the San Francisco Bay Area and Los Angeles.
Fresno County General Plan	
Economic Development	
Policy ED-B.5 The County shall support the development of a statewide high-speed rail service through the Central Valley.	This policy indicates Fresno County's support of the HST project.
Land Use	
Goal LU-A: To promote the long-term conservation of productive and potentially productive agricultural lands and to accommodate agricultural-support services and agriculturally related activities that support the viability of agriculture and further the county's economic development goals.	Although the alignment through Fresno County is zoned for agriculture, the project is compatible with this land use.
Goal LU-F: To encourage mixed-use pedestrian and transit-oriented development and to establish development standards for residential, commercial, and industrial development in urban and urbanizing areas.	An HST station in the city of Fresno would indirectly support this policy based on the type of induced growth expected from the project.
Transportation	
Goal TR-B: To promote a safe and efficient mass-transit system, which provides service to residents without access to automobiles, and which helps to reduce congestion, improves the environment, and provides viable, nonautomotive means of transportation in urban areas.	An HST station in the city of Fresno would help support the county's goals of providing safe and efficient mass transit, reducing congestion, and improving the environment in urban areas.
Policy TR-B.6 The County shall encourage the development of facilities for convenient transfers between different transportation systems (e.g., train-to-bus, bus-to-bus).	The Fresno HST station would provide facilities to allow service by other transit providers.
Policy TR-E.5 The County shall support multimodal stations at appropriate locations to integrate rail transportation with other transportation modes.	The Fresno HST station would provide a multimodal hub to integrate the facilities with other transportation services.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Policy TR-E.6 The County shall support the development of a statewide high-speed rail service through the Central Valley that serves downtown Fresno and that parallels the Burlington Northern/Santa Fe corridor south of the City of Fresno, the Union Pacific corridor through the City of Fresno, and is capable of accommodating the rapid movement of freight during nighttime, non-passenger usage hours.	This policy indicates Fresno County's support of the HST project.
City of Fresno General Plan	
Goal 1: Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner which will respect physical, environmental, fiscal, economic, and social issues.	An HST station in Downtown Fresno would enhance the quality of life for the citizens of Fresno by providing access to regional and statewide transit systems and opportunities for economic growth in Fresno.
Goal 3: Preserve and revitalize neighborhoods, the downtown, and historical resources.	The proposed HST station location and design are consistent with this goal because the station would be located in an area where land uses include underutilized parcels.
Goal 6: Coordinate land uses and circulation systems to promote a viable and integrated multimodal transportation network.	The Downtown Fresno station would act as a catalyst for development in an area that could promote and encourage modes of transportation other than the automobile.
Goal 9: Provide activity centers and intensity corridors within plan areas to create a mix of land uses and amenities to foster community identity and reduce travel.	An HST station in Downtown Fresno would indirectly support the city's goal of creating mixed-use developments, fostering community identity, and reducing automobile travel by providing access to a regional and statewide transit system.
Goal 13: Plan for a healthy business and diversified employment environment and provide adequate timely services to ensure that Fresno is competitive in the marketplace.	An HST station in Downtown Fresno would indirectly support economic development in the city. The station would act as a catalyst for infill and new development attracting new businesses to the area.
Regional Cooperation	
Objective B-2: Encourage coordination with adjacent jurisdictions in providing public services' infrastructure capacities and cooperative economic development.	The HST is a regional and statewide transit project that requires regional coordination.
Urban Form	
Policy C-3-b: Conduct a comprehensive update of the zoning ordinance to facilitate the implementation of intensity corridors. These zoning ordinance amendments should address mixed uses, expedited administrative zoning procedures, shared parking, underground and multistory parking structures incorporated into buildings, transit facilities, open space, and aesthetic considerations.	The likely upcoming zoning amendments would allow for a HST station in Downtown Fresno.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Objective C-8: Facilitate the development of mixed uses to blend residential, commercial, and public land uses on one site.	An HST station in Downtown Fresno would indirectly support a mix of uses and activities in the downtown area. The station would act as a catalyst for infill and new development attracting new businesses to the area.
Policy C-16-a The City shall review its planning principles, development regulations, and public service, transit, and infrastructure policies and programs to incorporate "Transit Oriented Development" and "Traditional Neighborhood Development" approaches.	An HST station in Downtown Fresno would indirectly support a mix of uses and potential transit-oriented development. The station would act as a catalyst for infill and new development attracting new businesses to the area.
Objective C-17: Encourage and facilitate urban infill by building and upgrading community and neighborhood public infrastructure and services that will enhance public health and convenience and the overall experience and quality of city living. Policy C-17-b The City shall identify and pursue measures to lower auto-dependence and encourage public transit (including pursuit of fixed guideway systems such as a monorail or people mover), bicycle use, and walking consistent with other transit-oriented development concepts and principles.	An HST station in Downtown Fresno would indirectly encourage urban infill by providing access to a regional and statewide transit system, as well as potentially supporting transit-oriented development concepts and principles.
Economic Development	
Objective D-3: Promote the growth of regional business clusters in the San Joaquin Valley.	HST stations in Downtown Fresno would allow for more-convenient travel and would bring the larger markets in the Bay Area and Los Angeles closer to the Central Valley and would be a catalyst for the development of regional business clusters.
Public Facilities	
Objective E-5: Promote continued growth of rail passenger and freight travel through safe, efficient, and convenient rail system that is integrated with, rather than in conflict with, other modes of travel.	The HST would provide new passenger service that would be grade-separated from other modes of travel.
Objective E-7: Serve future population concentrations with feasible, alternative transportation modes that are efficient and safe and that minimize adverse environmental impacts. Policy E-7-c Pursuant to the resolution of the City Council of December 18, 2001, support the planning and construction of the HST in the San Joaquin Valley using the UPRR railway alignment, which would directly connect the major population centers within the valley and include a station stop in Downtown Fresno. Policy E-7-d Support the development of a multimodal transportation terminal facility in, or in close proximity to, the Central Area.	The HST would serve future population concentrations and would provide a safe, feasible, alternative transportation mode.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Policy E-9-aa: Support the HST corridor in the vicinity of the UPRR corridor connecting Los Angeles and the San Francisco Bay Area.	The HST would provide safe and reliable service connecting the region and the San Francisco Bay Area and Los Angeles.
Draft Fulton Corridor Specific Plan	
Priority Development Projects	
<p>Vision: The station is as close to the intersection of Mariposa Street and Fulton Street as possible, but preferably on the blocks bounded by H Street, Tulare Street, G Street, and Fresno Street, with the station centered on Mariposa Street, facing east towards the Fulton Mall. The Station is an urban, pedestrian-oriented station that bridges Downtown and Chinatown, and becomes a “front door” into Fresno. The existing Southern Pacific Railroad Depot and adjacent Pullman shed are preserved, either in their current location, or moved to a nearby location.</p> <p>The High-Speed Train station stimulates considerable development Downtown. The form of this development is unabashedly urban, with buildings framing the public realm, retail and commercial businesses opening to the sidewalks, and office and residential uses above. Parking is both specific to the station, and shared with the Downtown as a whole. This new development creates a link between the High-Speed Train Station and the Fulton Mall.</p>	An HST station in Downtown Fresno would indirectly support a mix of uses and potential transit-oriented development. The station would act as a catalyst for infill and new development by attracting new businesses to the area. An HST station in the City of Fresno would help support the county's goals of providing safe and efficient mass transit, reducing congestion, and improving the environment in urban areas.
Development Framework	
Goal 6-2-7: Create a seamless connection between the High-Speed Train station and Downtown by introducing urban development that frames the public realm and activates adjacent sidewalks.	The Authority has developed Urban Design Guidelines that describe six core principles (Development Density, Mixed Land Uses, Compact Pedestrian Oriented, Active and Defined Center, Limited/Managed Parking, and Public Leadership) that embody the essential characteristics of successful transit-oriented-development, and directly influence the land use, circulation, and urban form around the station.
Goal 6-2-8: Revitalize Chinatown in conjunction with the construction of the proposed High-Speed Train station, and by capitalizing on its unique historic assets, including the former Fresno Buddhist Temple and the Bow On Tong Association Building.	An HST station in Downtown Fresno would indirectly support a mix of uses, and potential transit-oriented development. The station would act as a catalyst for infill and new development by attracting new businesses to the area. An HST station in Downtown Fresno would indirectly encourage urban infill by providing access to a regional and statewide transit system, as well as potentially supporting transit-oriented development concepts and principles.
Transportation	
<p>Goal 9-16: Capture the potential economic power of the Downtown High-Speed Train station.</p> <p>Policy 9-16-1: Locate the HST station on the blocks bounded by H, Tulare, G and Fresno Streets with the station and its entrance centered</p>	An HST station in the City of Fresno would help support the county's goals of providing safe and efficient mass transit, reducing congestion, and improving the environment in urban areas. The HST station would enhance accessibility and mobility of the existing public transit systems, reinforcing integrated

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
<p>on Mariposa Street, facing east towards the Fulton Mall.</p> <p>Policy 9-16-2: Promote high-quality development and a human-scaled, walkable pattern and scale of blocks and buildings around the station.</p> <p>Policy 9-16-3: In conformance with the Downtown Development Code, design the ground floor of new development around the station with active storefronts that engage the street.</p> <p>Policy 9-16-4: Minimize any negative impact on the station area's public space resulting from necessary public infrastructure of the High-Speed Train.</p> <p>Policy 9-16-5: Do not build parking facilities that serve the High-Speed Train until the need exists. If a demonstrated demand for Downtown Parking arises, it should be distributed in the surrounding blocks on land least suitable for development in order to minimize any negative impact on traffic and downtown economic development.</p> <p>Policy 9-16-6: Offer parking to all users, not just rail patrons, broadening the station area's appeal. When the parking is not needed for rail passengers, make it available for other Downtown visitors.</p> <p>Policy 9-16-7: Accommodate a full array of station access, with clear priorities and in the following order:</p> <ul style="list-style-type: none"> a. Pedestrians, with safe, comfortable walking routes to the station from all directions, lined with active uses at the ground floor, clearly designating the pedestrian as the highest priority mode in the station. b. Bicycles, with dedicated on-street or off-street facilities leading to the station, and secure, long-term bike parking within the station complex. c. Public and private transit, including Greyhound, with a sufficient amount of bus bays to accommodate high frequency local and regional transit, and accommodations for future streetcar service. Bus layover may be located a few blocks away. Provide connections to other transit providers, including Amtrak. d. Passenger pick-up and drop-off. e. Taxis. f. Private transit services, such as rental cars and hotel shuttles. g. Short term motor vehicle parking. h. Long term motor vehicle parking. 	land use plans and transportation plans, which would result in air quality benefits. One of the Urban Design Guidelines developed by the Authority identifies limited and managed parking in the station area.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Fresno Downtown Neighborhood Plan	
Urban Form and Land Use <p>Policy 2.2.9: Redevelop and infill Chinatown in concert with the introduction of the proposed High Speed Train station.</p> <p>Policy 2.6.3: Regenerate Chinatown in concert with the construction of the proposed High Speed Train station and by capitalizing on its unique historic assets, including the former Fresno Buddhist Temple and the Bow On Tong Association Building.</p> <p>Goal 2.8: Capitalize on the High Speed Train system to help revitalize the Downtown Neighborhoods.</p> <p>Policy 2-8-1: Use the future High Speed Train station to catalyze change in the Downtown Neighborhoods.</p> <p>Policy 2-8-2: Create a new, high-density transit-oriented development district near the future High Speed Train station.</p> <p>Policy 2-8-3: Work with the California High Speed Rail Authority (or other implementing agency) to minimize and mitigate the negative impacts of the High Speed Train system through the Downtown Neighborhoods. Such impacts may include, but not be limited to:</p> <ul style="list-style-type: none"> • Noise and vibration impacts to residents and businesses during construction of the High Speed Train system. • Noise and vibration impacts to residents and businesses that result from the ongoing operation of the High Speed Train system. • Physical connectivity issues, especially for pedestrians, cyclists and transit vehicles, so that the Downtown Neighborhoods are not further divided after the High Speed Train system is implemented. • Negative impacts to business operations as a result of construction of the High Speed Train System. • Air quality issues due to construction. • Negative impacts on property values or property access due to adjacent elevated railway viaduct or roadway bridges. <p>Policy 2.8.4: Seek opportunities to attract new employment uses associated with the High Speed Train system for area residents.</p> <p>Policy 2.8.5: Create a seamless connection between Downtown and the High Speed Train station.</p> <p>Policy 2.8.6: Situate the parking in the area of the High Speed Train station such that station users also become potential customers for Downtown businesses.</p>	<p>An HST station in Downtown Fresno would indirectly support a mix of uses and potential transit-oriented development. The station would act as a catalyst for infill and new development, attracting new businesses to the area. An HST station in Downtown Fresno would indirectly encourage urban infill by providing access to a regional and statewide transit system, as well as potentially supporting transit-oriented development concepts and principles. The EIR/EIS provides information on the potential impacts and mitigation measures that would be implemented to address the impacts.</p> <p>An HST station in Downtown Fresno would allow for more convenient travel; would bring the larger markets in the Bay Area and Los Angeles closer to the Central Valley; and would be a catalyst for the development of regional business clusters.</p>

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Transportation	
<p>Policy 3.1.8: Support the development of the High Speed Train station in downtown Fresno, and seek an at-grade or below-grade alignment that maximizes connectivity across the tracks.</p> <p>Goal 3.2: Make the completion of the California High Speed Train project among the city's highest priorities while ensuring that it has the least negative impact on the City.</p> <p>Policy 3.2.1: Pursue at-grade or below-grade rail alignments in order to minimize negative visual impacts on adjacent properties. If below-grade High Speed Train options are cost feasible, work with Union Pacific to determine if it is possible to lower the Union Pacific tracks alongside the High Speed Train tracks, allowing the Downtown street grid to extend over the tracks at grade, retaining the important connection between Downtown and Chinatown. Determine if there are mechanisms to capture some of the resulting real estate value increase to help fund the below grade rail infrastructure and new at-grade roadway bridges. If the High Speed Train is below grade, while Union Pacific is at grade, the existing Fresno Street underpass and other at-grade crossings would need to be replaced with overpasses, significantly reducing the benefit of placing High Speed Train below grade.</p> <p>Policy 3.2.2: If both High Speed Train and Union Pacific are at grade, ensure that the Tulare Street at-grade crossing is replaced with an underpass rather than an overpass. Because there is a higher clearance requirement above railroad tracks than a roadway, a longer grade is required to serve an overpass, resulting in an additional block of disruption to adjacent properties. In addition, an overpass would require a longer climb for bicyclists and pedestrians.</p> <p>Policy 3.2.3: Provide an underpass rather than overpass at Ventura Street in order to minimize negative impacts on Downtown property values and improve bicycle and pedestrian access across the tracks.</p> <p>Policy 3.2.4: Replace the existing Stanislaus and Tuolumne Streets overpasses with underpasses. If the High Speed Rail Authority chooses instead to modify the existing structures, require that there be generous sidewalks on both sides of the overpasses, and bicycles lanes.</p> <p>Policy 3.2.5: For all new underpasses or overpasses, require that they be welcoming to bicyclists and pedestrians. Sidewalks should be provided on both sides, with a continuous minimum dimension of 15 feet. Bikeways should also be provided, in the form of on-roadway bicycle lanes or other facilities, connecting to the City's existing and planned bicycle network.</p> <p>Policy 3.2.6: For all new or modified underpasses and overpasses, typically maintain the same travel lane, sidewalk, and bikeway dimensions as those provided or planned on the same streets in the Downtown. Use similar landscape and lighting treatments as practicable. Use urban streets rather than highway standards for</p>	<p>An HST station in the City of Fresno would help support the county's goals of providing safe and efficient mass transit, reducing congestion, and improving the environment in urban areas. The HST station would enhance accessibility and mobility of the existing public transit systems, reinforcing integrated land use plans and transportation plans, which would result in air quality benefits.</p> <p>The HST alignment through downtown Fresno would be at-grade. Information on traffic operations and affected roadways is included in Section 3.2 (Transportation) in the EIR/EIS. Volume III: Alignments and Other Plans provide information on the plan and profile for the overpasses. Any new overpasses would need to meet City of Fresno design requirements.</p>

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
<p>intersection treatments.</p> <p>Policy 3.2.7: When the Fresno Street underpass is modified to accommodate the High Speed Train, 15-foot-wide sidewalks should be provided on both sides, and Fresno Street should be designed to come up to grade at H Street, replacing the highway-style infrastructure with developable urban blocks. The underpass should maintain similar right-of-way and urban design characteristics as Fresno Street in the Downtown.</p> <p>Policy 3.2.8: At Belmont Avenue and Olive Street, pursue underpasses rather than overpasses in order to minimize negative impacts on adjacent properties and improve bicycle and pedestrian connectivity between neighborhoods on both sides of the tracks. Design underpasses with bicycle lanes in both directions and continuous sidewalks at least 15 feet wide on both sides.</p>	
Fulton/Lowell Specific Plan	
<p>Policy 2-4 Increase land use activities beyond 5 p.m. in the areas south of Divisadero Street.</p> <p><i>Implementation Action 2-4-1.</i> Encourage commercial uses that have hours and days beyond the usual 8 a.m. to 5 p.m., and on weekends.</p>	The HST station, while not a commercial use, would include services that would increase activities over extended hours, including weekends.
<p>Policy 7-1 Encourage more-effective and “user friendly” modes of transportation.</p> <p><i>Implementation Action 7-1-1.</i> Reevaluate existing modes of public transportation to maximize efficiency and explore alternatives to accommodate future demands.</p>	The HST would provide new passenger service that would accommodate future demand for “user friendly” modes of travel in the region.
Central Area Community Plan	
<p>Commercial Policy 2 Encourage the intensification of Central Area commercial services to cater to a broad range of users.</p> <p><i>Com 2-1.</i> Promote greater intensity of development and land uses within the Central Area.</p>	The HST station would help to encourage greater intensity of commercial services in the Central Area.
<p>Tra 3-5. Develop a multimodal transportation center in the Central Area.</p>	The HST station would be located in the Central Area and would provide a multimodal transportation center.
<p>Urban Design Goal. Improve the overall image, building and landscape character, and physical and spatial relationships of the Central Area to provide a unique, high-quality urban environment.</p> <p><i>Urban Design Policy 1.</i> Provide and maintain an urban image which creates a “sense of place” for the Central Area.</p>	The HST station would be designed to provide a unique, high-quality building that would provide a “sense of place” for the Central Area.
<p>Urban Design Policy 2. Promote a greater concentration of buildings and people in the Central Area.</p>	The HST station would increase the building density on the site and would promote the redevelopment of under-utilized parcels in the vicinity.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Urban Design Policy 8. Construct, enhance, and maintain public buildings and spaces that serve as models of exemplary urban design.	The HST station would be designed to enhance urban design in the area.
Economic Development Policy 4. Support and strengthen existing economic and development activities in the Central Area.	The HST station would help to strengthen and support economic and development activities in the Central Area by redeveloping a parcel in Downtown Fresno with a use that would attract people and other businesses.
Roosevelt Community Plan	
Goal 1-12. Provide sufficient and viable locations for light- and heavy-industrial development within the Roosevelt community.	This policy indicates goals of the Roosevelt Community Plan to accommodate light- and heavy-industrial development such as the HMF.
Goal 1-13. Ensure that new industrial development is compatible with adjacent land uses and is not aesthetically or environmentally detrimental.	The HMF would be located in an area developed with heavy industrial and public facilities.
Kings County Association of Governments Regional Transportation Plan	
Public Transportation IV(B). Intercity Rail and Bus Policy Policy 7. Support state efforts to implement a high-speed rail corridor in the San Joaquin Valley.	This policy indicates Kings County Association of Governments' support of the HST project.
Kings County General Plan	
Land Use	
LU GOAL B1. Protect agricultural lands throughout the County, and, in particular, along the edges of community districts and of the urban fringe by maintaining large parcel sizes and preventing the premature development of incompatible urban uses.	<p>The alternative HST alignments in Kings County cross primary agricultural land, the two alternative Kings/Tulare Regional Station sites are located on land that is principally in agricultural uses, as is the Kings County Economic Development Corporation (EDC) proposed alternative Heavy Maintenance Facility (HMF) site. The conversion of this agricultural land to a transportation use is not consistent with LU Goal B1. However, the Authority has incorporated mitigation measures to provide for permanent preservation of an equivalent quality and acreage of agricultural land. While this mitigation does not eliminate the agricultural land conversion due to the HST, and in that sense it is not consistent with Goal B1, the approach to mitigating for the impact is generally consistent with Land Use Element policies addressing agricultural land preservation.</p> <p>The Authority recognizes that construction of the Kings/Tulare Regional Station could place pressure on adjacent agricultural lands for development of transportation-related commercial uses, and has committed to several measures to minimize this pressure. One of those measures is to limit parking at</p>

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
	<p>the HST station and work with the cities of Hanford and Visalia to locate satellite parking for the HST in those cities with bus transit to the station. The other measure is to attempt to obtain agricultural conservation easements from the landowners in the station site vicinity. The Authority would welcome participation from Kings County in accomplishing these measures with the Department of Conservation.</p> <p>On January 14, 2010, the Kings County EDC submitted an expression of interest to locate the HMF in Kings County. That submittal states: "The subject property [Kings County HMF site shown in EIR/EIS] is zoned AG-20 (General Agriculture, 20 acre minimum). The development would be a permitted use under AG-20 as a public utility or as public service structures. As a permitted use in an agriculture zone, the development is permitted on Williamson Act property." Thus, the HMF site would be consistent with the Kings County zoning ordinance, because it is a permitted use and would not require any zoning changes.</p>

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
LU GOAL C1. Rural pockets of urban uses in the agricultural areas remain limited in geographic area to the extent of pre-existing residential, commercial and industrial land uses to prevent conflicts between agricultural and non-agricultural interests.	Roads and freight railways often stimulate residential, commercial, and industrial development because they can provide convenient access to the land they pass through. This is not the case with the HST. There would be no access to the system except at stations; therefore, the HST alignment through Kings County is not in conflict with LU Goal C1. The Authority recognizes that the Kings/Tulare Regional Station could place pressure on adjacent agricultural lands for development of transportation-related commercial uses. There are preexisting commercial uses on the southern side of the Kings/Tulare Regional Station—East site including a service station at the intersection of East Lacey Boulevard and 8th Avenue. All land uses bordering the Kings/Tulare Regional Station—West are in agricultural or residential uses, with an educational institution within the 1/2 mile station study area. Therefore, both station locations are somewhat consistent with LU Goal C1 because there are preexisting residential, commercial, institutional, and industrial land uses close to the sites. As stated above, the Authority has committed to measures to minimize conversion of agricultural land around the station and welcomes suggestions from the County on additional measures. The Authority and the Federal Railroad Administration (FRA) have made funding available to support HST station area planning to support smart growth principles of the Kings County General Plan. A maximum of \$700,000 in federal funding and \$200,000 in state funding is available to an individual jurisdiction for its station area planning process, depending upon city/station size. This planning process enables the Authority and local jurisdictions to work together to ensure that the station, surrounding area, and local transportation networks are planned to work together to maximize the economic, mobility, environmental, and other benefits of the HST stations. Local governments will focus on land use development policy in the area around the station and local/regional transportation, while the Authority is committed to utilizing its resources, both financial and otherwise, to assist the implementation of the station area development and transportation plans created by this process. The Authority and the FRA prioritized the initial station area planning funding agreements for the following jurisdictions: Merced, Fresno, Bakersfield, Kings/Tulare region, Palmdale, San Jose, and Gilroy. Stations were selected, in part, due to their linkage with local and regional transit, airport, and commuter rail systems, and their future roles in the initial rail operations. The "Application Package for Station Area Planning Funds" was approved in February 2011 and distributed to the seven local jurisdictions in March of 2011.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
LU OBJECTIVE D1.6. Direct new urban growth to Community Districts where municipal services can be provided, and ensure the orderly and efficient extension of services.	The proposed HST stations are likely to attract some growth in the form of transportation-related commercial uses within the station areas. However, the station alternatives are close to existing services and it would be reasonable to extend those services to the station sites. The Kings/Tulare Regional Station–East Alternative is located just outside the City of Hanford, but within its Secondary Sphere of Influence (SOI). The Kings/Tulare Regional Station–West Alternative is within the City of Hanford's Planning Area F, which is in its Primary SOI. Although municipal services can be reasonably extended to these areas, they are not within existing community districts. Thus, building the stations at either location would be inconsistent with the first part of the land use objective stated above. To ensure that the development pattern and the extension of services are consistent with the above objective, the Authority will seek annexation of the preferred HST station to the City of Hanford. This measure would achieve the stated objective in that close-by municipal services can then be easily extended to ensure orderly and efficient development in these areas.
LU GOAL E1. Urban fringe areas continue to allow existing uses, while land remains intended for the probable future urban growth and expansion of cities where urban level municipal services are provided.	Urban fringe areas usually allow agricultural and non-urban uses which will continue with or without the HST. The station sites are within the urban fringe areas. However, they are also located within the City of Hanford's SOI, created to allow easy extension of existing municipal services for future development projects. The Authority recognizes that some of these areas, closest to the proposed Kings/Tulare Regional Station, would be under pressure to develop. However as stated earlier, the Authority is committed to measures that minimize conversion of agricultural lands, through agricultural conservation easements and fewer parking lots within the proposed station areas. These measures and others developed in consultation with Kings County would allow existing land uses within the urban fringe areas to continue with minimal changes, while directing growth and expansion of cities to areas with adequate urban level services.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
LU OBJECTIVE E1.1. Require new development in city fringe areas (except a single-family house on an existing lot) to annex to the city, and encourage existing developed fringe areas to annex to the city where the city is the closest and most logical municipal service provider.	This objective ensures that all development within the urban fringe areas in Kings County is provided with an adequate level of service to enhance quality of life; prevent leap-frog, sprawling development; and ensure efficient use of existing services. In addition to being unsustainable, sprawl also stretches public resources for providing the essential and basic services that affect quality of life. It is the Authority's intention to be consistent with the objective stated above by facilitating the annexation of the HST station area to the City of Hanford. The nearness of the potential station sites to the City of Hanford's existing service lines makes it a natural progression to fold the station's development into the City's jurisdiction, where appropriate. This would ensure ease of extending and providing municipal services to the station sites, managing growth within the station areas, and restricting conversion of resource agricultural lands. Annexation of the preferred HST site would be approved by the Kings County Local Agency Formation Commission in consultation with the City of Hanford.
Circulation	
C OBJECTIVE A1.1. Continue to facilitate county participation in regional transportation planning activities to enhance coordinated transportation investments that foster sustainable community growth.	Regional plans that provide guidance to King's County and local jurisdictions include the San Joaquin Valley Blueprint and the Kings County Association of Governments Regional Transportation plan (RTP). The Blueprint provides a broad set of growth principles for the region, including promoting transportation options. The Kings County Association of Governments was involved in the planning and development of this blueprint. Generally consistent with most of the blueprint principles, the regional RTP, and the County's objective stated above, the HST system would foster sustainable community growth, provide transportation options, and reduce environmental impacts associated with automotive and air travel. In addition, the RTP specifically includes the implementation of a high-speed rail facility in the region among its stated objectives. The RTP also supports state efforts to implement a high-speed rail corridor in the San Joaquin Valley, and the development of strategies that further the goals of reduced traffic congestion through development of alternative transportation modes. The RTP supports an HST station in Hanford to better serve Kings and Tulare counties. Coordinating transportation resources within the County would also ensure easier access to the HST, resulting in a better used, more sustainable system. The Authority is working with local jurisdictions and the County to consider mitigation measures to reduce potential impacts on agricultural lands. These measures could

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
	include investing in a bus system that provides connectivity to the Cities of Hanford and Visalia.
C Policy A1.1.5. Plan and develop public and private transportation facilities consistent with the overall growth and development policies of the Kings County General Plan.	<p>There are two aspects of the goals and policies within the 2035 Kings County General Plan. First, it is designed to encourage compact and community-centered development patterns that lower public-service costs, make more efficient use of land, and encourage alternative regional modes of transportation. Second, it discourages premature conversion of farmland to other uses. While the HST is generally consistent with both these aspects, the proposed Kings/Tulare Regional Station Alternatives and the Hanford HMF site would convert areas of prime agricultural lands to transportation related uses. However, the minimization measures proposed by the Authority would reduce further impacts to agricultural lands, and annexation of station areas would allow compact development and efficient provision of services.</p> <p>In addition, the 2035 Kings County General Plan states that because the county has the highest future growth rate in the Central Valley, the existing vehicular transportation system has insufficient capacity to meet current and expected future travel demand. This lack of transportation choices and capacity can potentially be fulfilled by the HST system. The General Plan also states the need for improved intercity transportation to improve air quality, travel reliability, and reduce travel congestion and travel times. The HST system would achieve all these objectives by reducing regional dependence on the automobile.</p>

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
C OBJECTIVE A1.2. Improve the quality of life of residents through transportation projects that enhance environmental benefits related to air quality, energy use, noise, and land use.	<p>The HST project would improve the quality of life for residents of Kings County. Overall the statewide and regional impact on air quality from operation of the HST would be beneficial. The HST would result in a net benefit to air quality because it would result in lower criteria pollutant emissions than the status quo. Localized impacts resulting from changes in traffic patterns would be of negligible intensity. As a result of heavy maintenance facility being co-located near a maintenance-of-way facility, operations near urbanized areas, impacts on sensitive receptors near all the HMF sites from localized increases in toxic air contaminants emissions at and near the facility would have the potential to be of substantial intensity. However, implementing the mitigation measures would reduce the potential adverse localized health impact to negligible intensity.</p> <p>According to one estimate, automobile and air transportation now accounts between 20 and 25% of the total energy being consumed in developed countries and for more than 62% of all the oil used each year. Energy is spent on manufacture, maintenance and disposal; operation; infrastructure construction and maintenance; administration; and energy production and trade.¹ Public rail transit systems that utilize electricity are one of the most energy efficient modes of travel currently existing. The electrified HST system is thus likely to require less energy to mobilize more people.</p> <p>Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent, the Authority intends to utilize noise barriers, extensively used in Europe and Japan, to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities because air quality improves, and energy use and noise decreases.² In addition, rail's general popularity, permanence and proven track record of boosting property values, promoting neighborhood vitality and attracting real estate development will improve the quality of life for residents.³</p>

¹ Dr. Jean-Paul Rodrigue. "Transportation and Energy." *The Geography of Transport Systems*. Dept. of Global Studies & Geography , Hofstra University, New York, USA. <http://people.hofstra.edu/geotrans/eng/ch8en/conc8en/ch8c2en.html>. (Accessed on June 25, 2012).

² Frumkin, Howard. "Healthy Communities, Green Communities." *Green Community*. Susan Piedmont-Palladino, Timothy Mennel, eds. APA Press. 2010.

³ Spivak, Jeffrey. "What's Next for Rail? New projects of various stripes are in the works." *Planning*. May/June 2012.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
C Policy A1.2.1: Coordinate land use planning with planned transportation facilities to make efficient use of the transportation system and reduce total vehicle miles traveled, vehicle emissions, and energy use through improved accessibility to schools, job centers, and commercial services.	The HST system and stations would help reduce total vehicle miles traveled, vehicle emissions and energy use throughout the state. Although HST may not improve access to local schools, it would not add any obstacles that would impede schools. The HST would also improve access to job centers and commercial services by making it easier for people to travel to larger cities (Fresno, Bakersfield, among others) for work and other services. "Public transportation not only helps to create and maintain jobs, it also moves people to and from their jobs. Businesses located near public transportation report more employee reliability and less absenteeism and turnover. Employers have a labor worker pool from which to choose, and employees are happier because they are not experiencing congestion delays." ⁴
C GOAL C1. Integrate through the County's regional transportation system, an efficient and coordinated goods and people moving network of Highways, Railroads, Public Transit, and Non-Motorized options that reduce overall fuel consumption and associated air emissions.	The San Joaquin Valley Blueprint promotes using less land for development, more resources for preservation and enhancing distinctive communities, and greater availability of more travel choices. The San Joaquin Valley Regional Policy Council adopted the preferred growth scenario and a list of Smart Growth Principles to be used as the basis of Blueprint planning in the San Joaquin Valley. The preferred scenario includes an HST system. The HST project would provide efficient movement of people that would reduce total vehicle miles traveled, vehicle emissions, and energy use.
C Policy C1.2.4. Coordinate with the California High-Speed Rail Authority and Caltrans if a high-speed rail corridor is to be established within the County, and plan for the establishment of transportation linkages to the nearest high-speed rail station.	This policy indicates Kings County's support of development of HST and a potential Kings/Tulare Regional Station and to support the establishment of transportation linkages to the station.
Armona Community Plan	
Land Use	
ACP OBJECTIVE 2B.1 Establish the Downtown Area of Armona as designated for mixed commercial and residential uses to revitalize the Community core and enhance the visual distinction of Armona as having a small community Downtown.	The potential Kings/Tulare Regional Station—West Alternative would attract growth, which would include employment, high- and high-medium-density residential uses, and other activities that would enhance the existing downtown area.

⁴ American Public Transportation Association. "Public Transportation: Benefits for the 21st Century." 2007.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
City of Hanford General Plan	
Land Use	
OBJECTIVE LU 20. To provide a location for traveler oriented commercial uses near the intersection of major state highways that have adequate access and visibility and is located on land that is not designated as agricultural land.	City lands nearby the Kings/Tulare Regional Station (at SR 43) have been zoned by the City of Hanford as Planned Highway Development with the intent of providing traveler-oriented commercial uses.
Circulation	
OBJECTIVE CI 10 (AQ). Contribute towards improving the air quality of the region through more-efficient use of private vehicles and increased use of alternative transportation modes.	This policy indicates the City of Hanford's support of alternative transportation modes, which would include the HST.
Objective CI3. Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users. <i>Policy CI 2.1 (AQ)</i> Transportation projects shall be prioritized with emphasis on reducing traffic congestion and improving traffic circulation.	This policy indicates the City of Hanford's support of the HST to assist in reducing regional traffic congestion.
City of Corcoran General Plan	
Circulation	
Objective B. Enhance the availability and accessibility of alternative modes of transportation, such as walking, bicycling, carpools, buses and rail. <i>Policy 2.72</i> Ensure choices among modes of travel and give priority to each mode when and where it is most appropriate. <i>Policy 2.74</i> Improve the speed and efficiency of mass transit in the city and enhance the current status of the existing rail system including connections to rail passenger service.	This policy indicates the City of Corcoran's support of alternative transportation modes, which would include the HST.
<i>Policy 2.75</i> The transportation facilities are interdependent, and efforts shall be made to ensure an efficient system by coordination of local and regional efforts. The regional and local transit links must be closely related and synchronized to provide maximum efficiency and transfers.	This policy indicates the City of Corcoran's support of linking regional alternative transportation facilities with local transit, which would include the HST.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Tulare County Association of Governments Regional Transportation Plan	
<p>Goal: Improve goods movement within the region to increase economic vitality, meet the growing needs of freight and passenger services, and improve traffic safety, air quality, and overall mobility.</p> <p>Objective: Coordinate with regional transportation systems across county borders to ensure an efficient flow of people and goods along key trade and inter-regional commuting corridors.</p> <p><i>Rail Policies:</i></p> <ul style="list-style-type: none"> Support the extension of continuous rail passenger service, cross-valley rail, high-speed rail, and light-rail along select corridors. <p>Other policies under this goal include:</p> <ul style="list-style-type: none"> Support the High-Speed Rail Commission in connecting the Bay Area and Southern California with high-speed rail. Support a high-speed rail alignment that would accommodate a station stop in Tulare or Kings County. 	This policy indicates Tulare County Association of Governments' support of the HST to connect the region, Bay Area, and Southern California; support for a regional station in Kings County; support of the growing needs of passenger services; and support for cross-county coordination of regional transportation systems.
<p>Policies:</p> <ul style="list-style-type: none"> Improve safety and capacity of vital east-west corridors. Ensure that the high-speed rail system, if implemented, supports Tulare County in achieving its economic, environmental, land use, and mobility goals. 	This policy indicates Tulare County Association of Governments' support of the HST to help achieve the county's economic, environmental, land use, and mobility goals.
Tulare County General Plan	
Economic Development	
<p>ED-2.14 Railways</p> <p>The County shall encourage improvements to rail lines and services for cargo and passenger services in support of existing and future industrial and commercial development.</p>	This policy indicates Tulare County's support of passenger services improvements to support existing and future development, which would include the HST.
<p>ED-3.5 High-Speed Rail</p> <p>The County shall support development of high-speed rail through the Central Valley with service to Tulare County.</p>	The HST would provide service that is accessible to Tulare County residents.
Scenic Landscapes	
<p>SL-4.3 Railroads and Rail Transit</p> <p>The County shall encourage rail infrastructure for freight and passenger service to be planned and designed to limit visual impacts on scenic landscapes by:</p> <ul style="list-style-type: none"> Concentrating infrastructure in existing railroad rights-of-way. Avoiding additional grade-separated crossings in viewshed locations. Using new transit stations supporting rail transit as design features in existing and future core community areas. 	The BNSF Alternative would be located along existing railroad rights-of-way to limit visual impacts.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Transportation and Circulation	
TC-1.6 Intermodal Connectivity The County shall ensure that, whenever possible, roadway, highway, and public transit systems will interconnect with other modes of transportation. Specifically, the County shall encourage the interaction of truck, rail, and air-freight/passenger movements.	This policy indicates Tulare County's support to interconnect transit systems to serve the HST stations.
TC-2 To improve and enhance current rail services that stimulate economic growth and meet the need for freight and human transportation. TC-2.1 Rail Service The County shall support improvements to freight and expanding passenger rail service throughout the county. TC-2.2 Rail Improvements The County shall work with cities to support improvement, development, and expansion of passenger rail service in Tulare County.	This policy indicates Tulare County's support of the HST to stimulate economic growth and provide alternative transportation modes.
TC-2.4 High-Speed Rail (HSR) The County shall coordinate with TCAG and the California High-Speed Rail Authority in efforts to locate the HSR corridor with a passenger stop and maintenance facility in Tulare County.	This policy indicates Tulare County's intent to coordinate with TCAG and the CHSRA regarding a HST station and HMF.
TC-2.5 Railroad Corridor Preservation The County shall work with other agencies to plan railroad corridors to facilitate the preservation of important railroad rights-of-way for future rail expansion or other appropriate transportation facilities.	This policy indicates Tulare County's intent to coordinate with agencies to preserve rail corridors for future rail expansion, including the HST.
Air Quality	
AQ-2.3 Transportation and Air Quality When developing the regional transportation system, the County shall work with TCAG to comprehensively study methods of transportation which may contribute to a reduction in air pollution in Tulare County. Some possible alternatives that should be studied are: <ul style="list-style-type: none"> • Commuter trains (light rail, Amtrak, or high-speed rail) connecting with Sacramento and San Francisco, with attractive services scheduled up and down the valley. • Public transportation such as buses and light rail, to serve between communities of the valley, publicly subsidized, if feasible. • Intermodal public transit, such as buses, provided with bicycle racks, bicycle parking at bus stations and park-and-ride facilities, and community bus or other public transportation systems, such as cycling or walking trails, with particular attention to high-density areas. 	This policy indicates Tulare County's intent to coordinate with TCAG to study transportation projects with the potential to improve air quality, including the HST.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Kern County Regional Transportation Plan	
Mobility, Accessibility Goal Identify alternatives that would improve the overall quality of transit service in Kern County. Identify alternatives to traditional transit addressing Kern County's regional rural mobility needs.	The HST would provide an alternative transit mode.
Accessibility, Efficiency, Livability, Sustainability Goal Promote land use patterns that support current and future investments in bus transit and that might one day support commuter-rail alternatives.	This policy indicates Kern County's willingness to support the HST.
Livability Goal Encourage the coordination of land-use decisions and transportation systems.	This policy indicates Kern County's willingness to support coordination of land use in the county with implementation of the HST.
Livability Goal Coordinate with all responsible agencies necessary to implement all feasible transportation control measures to limit harmful air emissions. Promote implementation of all feasible and cost-effective transportation control measures to achieve air quality emissions by the mandated deadlines.	This policy indicates Kern County's willingness to coordinate with other agencies to implement the HST and reduce air quality emissions. The HST would assist the County in reaching this goal.
Livability Goal Delay the need for future increases in highway capacity and provide congestion relief through the implementation of transportation control measures.	This policy indicates Kern County's willingness to coordinate with other agencies to implement the HST to reduce traffic and to delay the need for highway capacity improvements. The HST would assist the County in reaching this goal.
Kern County General Plan	
Air Quality	
Policy 22 Kern County shall continue to work with the San Joaquin Valley Unified Air Pollution Control District and the Kern County Air Pollution Control District toward air quality attainment with federal, State, and local standards.	This policy indicates Kern County's intent to coordinate with agencies to improve air quality. The HST would assist in improving air quality in the Central Valley.
Smart Growth	
Implementation Measures CC Promote the creation of innovative development through the use of smart-growth principles and various implementing tools including, but not limited to: Combining Zone districts CL (Cluster), SP (Special Planning), OS (Open Space), density bonuses, transit facilities, etc.	The HST station is located within the joint planning area for the Kern County and Metropolitan Bakersfield General Plan. The HST station in Downtown Bakersfield will serve as a catalyst for smart-growth near the station area, which would be consistent with Kern County policies for the Metropolitan Bakersfield area.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
Policy 54 Recognize the importance of major transportation corridors, airports, and rail lines as important economic tools for the establishment of commercial and industrial development and promotion.	The HST station is located within the joint planning area for the Kern County and Metropolitan Bakersfield General Plan. An HST station in Downtown Bakersfield will serve as a catalyst for economic growth and development near the station area, which would be consistent with Kern County policies for the Metropolitan Bakersfield area.
Policy 63 Promote improved public transportation service between major job centers and areas of transit dependency and high unemployment.	This policy indicates Kern County's support to improve transit service to an HST station in Downtown Bakersfield, which would provide a linkage to major job centers both in Bakersfield and other regions of California.
Congestion Management	
2.3.10 Congestion Management Programs <i>Goal 1.</i> To satisfy the trip-reduction and travel demand requirements of the Kern Council of Government's Congestion Management Program. <i>Goal 2.</i> To coordinate congestion management and air quality requirements and avoid multiple and conflicting requirements.	The HST would assist with trip reduction in the region, which would reduce congestion and improve air quality.
2.5.3 Rail and Highway Crossings <i>Goal 1.</i> Replace at-grade rail crossings where safety hazards exist with separation-grade crossings.	The HST would provide new passenger service that would be grade-separated from other modes of travel.
City of Shafter General Plan	
Land Use	
2.7 Industrial Uses <i>Objective</i> Expand employment opportunities, increase the personal income of local residents, and strengthen Shafter's economic base through a well-defined pattern of industrial development, including rail-served facilities.	The Shafter HMF would provide employment opportunities and strengthen Shafter's economic base by providing industrial development.
2.7 Industrial Uses <i>Policy 2</i> Facilitate the development of industrial projects that expand local employment job opportunities by providing financial, processing, and negotiations assistance as appropriate.	This policy indicates the willingness of the City of Shafter to support development of industrial projects, which would include the HMF.
2.7 Industrial Uses <i>Policy 4</i> Facilitate the development of rail-served industrial and warehouse uses by working with the UPRR and BNSF rail lines to extend service, and through development of an intermodal cargo facility.	This policy indicates the willingness of the City of Shafter to support development to provide industrial employment opportunities, which would include the HMF.
Transportation	
Work with the SP and BNSF railroads to construct grade separations where rail lines cross principal arterials and arterial highways.	The HST would provide new passenger service that would be grade-separated from other modes of travel.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
City of Wasco General Plan	
2.4 Industrial Land Use <i>Policy 5</i> Provide adequate land for a wide range of industrial uses. Larger-scale uses (warehousing) and higher-intensity uses not compatible with residential development should be located outside of the industrial park, either easterly of the community, or along SR 99. In order to increase the capture rate of industries in the community, such areas should be master planned to expedite processing of applications, and aggressively marketed (along with the industrial park) to targeted industries.	This policy indicates the willingness of the City of Wasco to support development of the HMF.
5.4 Transit and Rail <i>Policy 6</i> The transportation facilities are interdependent, and efforts shall be made to ensure an efficient system by coordination of local and regional efforts. The regional and local transit links must be closely related and synchronized to provide maximum efficiency and transfers.	This policy indicates the willingness of the City of Wasco to coordinate with local and regional efforts to support development of the HST.
Metropolitan Bakersfield General Plan	
Land Use	
Land Use Goal 4 Accommodate new development which channels land uses in a phased, orderly manner and is coordinated with the provision of infrastructure and public improvements.	Construction of an HST station in Downtown Bakersfield would be coordinated with the City of Bakersfield to efficiently provide appropriate infrastructure and improvements.
Land Use Goal 8 Target growth companies that meet clean air requirements, and create sustainable employment in jobs paying higher wages.	An HST station in Downtown Bakersfield would attract growth, which would provide local employment opportunities.
<i>Policy 1(e) Public Facilities</i> Provide for the following types of land uses, as depicted on the Land Use Plan (I-1): Public Transportation (PT): Existing airports and railroads whose future use is restricted to transportation-related uses.	This policy indicates the willingness of the City of Bakersfield to designate land dedicated to public transportation uses.
<i>Residential Development Policy 10</i> Accommodate high- and high-medium-density residential adjacent to existing and planned commercial, multifamily, and principal transportation corridors (I-1).	An HST station in Downtown Bakersfield would attract growth, which would include high- and high-medium-density residential uses.
<i>Centers Development Policy 39</i> Enhance existing and establish new centers as the principal focus of development and activity in the planning area, around which other land uses are grouped. Centers should be linked by adequate transportation facilities and may be linked to the Kern River, canals, or other resource amenities. Centers may be differentiated by functional activity, density/intensity, and physical character (I-1, I-6, I-8).	An HST station in Downtown Bakersfield would attract growth, which would include employment, high- and high-medium-density residential uses, and other activities that would enhance the existing downtown area.

Table 3.13A-1
Fresno to Bakersfield Project Consistency with Local Plan Goals, Objectives, and Policies

Goals and Policies	Discussion
<i>Centers Development Policy 42 =</i> Provide for the revitalization of Downtown Bakersfield by the use of redevelopment authorities provided by California law, including the provision of incentives for new private-development projects, joint private-public partnerships, and public improvements; accommodating the range of land uses defined for this "Center" (I-1, I-5, I-8, I-10).	An HST station in Downtown Bakersfield would be located in a redevelopment area and would revitalize the proposed site and potentially create incentives for adjacent properties to redevelop with complementary uses, which would enhance the existing downtown area.
Circulation	
Transit Goal 5 Enhance rail service capacities and usage in the planning area.	The HST and an HST station in Downtown Bakersfield would enhance the existing rail service in the area.
Transit Policy 10 Work with Amtrak to maintain and improve rail passenger service and facilities in Bakersfield (I-8).	The HST and an HST station in Downtown Bakersfield would improve rail service and facilities in Bakersfield.
Transit Policy 12 Support efforts to develop high-speed rail facilities to service the plan area (I-11).	This policy indicates the willingness of the City of Bakersfield to support the HST.
Transit Implementation 10 Local agencies should cooperate in studies to pursue the establishment of high-speed rail service for the plan area, including consensus on potential routes and terminal locations.	This policy indicates the willingness of the City of Bakersfield to cooperate with local agencies to establish the HST and an HST station in Downtown Bakersfield.

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